Case-wise details along with location for the number of encroachments removed and area reduced in the past three years, as also the number of cases for which action has been initiated under PPE Act, 1971, are far too many, spread over 4.23 lakh hectares of Railway land. The data on the same are voluminous and are maintained in encroachment registers kept at divisional/subdivisional level on Zonal railways. Soft encroachments are normally removed under the Railways Act, 1989. Removal/occurrence/ re-removal of such trespassers is a continuous process.

Prescribing expensive medicines

*194. SHRI GIREESH KUMAR SANGHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that most of the doctors and medical practitioners prescribe highly expensive medicines which are sometimes beyond the reach of common men;

(b) if so, the remedial measures Government propose to take to check such exploitation of patients and referring them to particular labs, clinics/ hospitals for tests or hospitalization etc.; and

(c) whether any agency already exists in order to monitor and regulate such unfair means adopted by the medical practitioners and if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. ANBUMANI RAMDOSS): (a) to (c) As per the provisions contained in the Indian Medical Council (Professional Conduct, Etiquette and Ethics) Regulations, 2002, notified to regulate the conduct of doctors, every physician should, as far as possible, prescribe drugs with generic names and he/she shall ensure that there is a rational prescription and use of drugs. These Regulations further provide that physician shall not give, solicit, or receive nor shall he offer to give, solicit or receive, any gift, gratuity, commission or bonus in cosideration of or return for the referring, recommending or procuring of any patient for medical, surgical or other treatment. A physician shall not directly or indirectly, participate in or be a party to act of division, transference, assignment, subordination, rebating, splitting or refunding any fee for medical, surgical or other treatment. This shall apply with equal force to the referring, recommending or procuring by a physician or

any person, specimen or material for diagnostic purposes or other study/ work. The violation of any of the provisions of the said Regulations will invite disciplinary proceedings.

The Medical Council of India or the State Medical Councils are empowered to award such punishment as deemed necessary or even removal of the name of any registered practitioner from the Medical Register altogether or for a specified period in respect of violation of the Code of Ethics, which may be brought before it, after conducting an enquiry.

Crashworthy impact reducing coaches

*195. SHRI B.J. PANDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to bring out "crashworthy" i.e. impact-reducing coaches with anti-climbing features to reduce the impact of collision and provide maximum safety to the passengers;

(b) if so, the details thereof; and

(c) the time-frame within which these coaches would be added to the rakes to control loss of life and property in rail accidents?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) Yes, Sir.

(b) Indian Railways used wooden bodied passenger coaches till early 1950's when the metal body 'Integral Shell' design for passenger coaches was adopted. This design had anti-telescopic features and the sections at doorways were deliberately made weaker so that in the event of a impact or collision, the damage would occur in lavatory/doorway and the passenger portion would be reasonably safeguarded.

To further improve upon the crashworthiness of coaches, a design of a coach shell has been developed which will have certain crash elements at the ends for absorbing a part of impact energy in the event of collision. This design not only enhances the energy absorbed at the collision interface but also enables bulk of the remaining energy being transferred to the next coach interface in the train formation so that a significant amount of energy of impact is absorbed at the next coach to coach connection, thus enhancing passengers safety. This design is based on use of centre buffer